

The Hong Kong Daily Press.

No. 8515 號五十五百五千八第

日三十二月二年一十百九千一

HONGKONG, WEDNESDAY, APRIL 8th, 1885.

三拜禮

號八月四英曆

[PRICE \$2 PER MONTH]

SHIPPING.

ARRIVALS.
April 7, NATAL, French steamer, 4055, Stach, Macaulay 2nd February, Singapore 31st March and Saigon 4th April, Mails and General—Messageries Maritimes.
April 7, GLENFORTH, British steamer, 1385, B. Norman, London 21st February, and Singapore 1st April, General—JARDINE, MATHESSON & Co.
April 7, HALLOWAY, British steamer, 277, F. D. Goddard, Swatow 6th April, General—DOUGLAS LAFRAIK & Co.
April 7, PRIMAVERA, French steamer, Capt. Buge, Pisco 2nd April.

DEPARTURES.

At THE HARBOUR MASTER'S OFFICE.
7th April.
City of Rio de Janeiro, Am. str., for Yokohama.
Wah Yuen, British str., for Hoihow.
Glenroy, British str., for Saigon.
Fokien, British str., for Swatow.
Greyhound, British str., for Hoihow.
Amidetta, British str., for Hoihow.
The Phillips, Am. str., for Bangkok.
Esmeralda, British str., for Amoy.
Santa Plotema, Spanish str., for Hoihow.

DEPARTURES.

April 7, MELBOURNE, French str., for Europe.
April 7, MELBOURNE, British str., for Europe.
April 7, GLENFORTH, British str., for Saigon.
April 7, WAI YUEN, British str., for Hoihow.
April 7, CITY OF RIO DE JANEIRO, Am. str., for San Francisco.
April 7, ARAUCO, Spanish str., for Manila.
April 7, MAISON, French str., for Kelang.

PASSENGERS.

For NATAL, str. from Macaulay, 2nd Feb. for Hongkong—Mr. Siegert, from Macaulay. From Singapore—Messrs. Gowing and Shaw. From Saigon—Mr. J. H. Ebb, J. B. Brown, and S. J. Adams, and 100 Chinese from Saigon. For HALLOWAY, str. from Amoy, 1st April, from Saigon—Mr. C. J. Adams, from Saigon. For GLENFORTH, str. from Saigon, 4th April, from Saigon—Mr. C. J. Adams, from Saigon.

REPORTS.

The British steamer Halloway reports 1st Swatow on the 2nd April, and had light winds and thick fog to port. In Swatow she encountered a heavy swell.

VESSELS ARRIVED IN HONGKONG FROM PORTS IN CHINA, JAPAN, AND MANILA.

(For last Mail's Advice.)
Charlotte, Hongkong, Feb. 13.
Cassop, Hongkong, Feb. 13.
Wah Yuen, Hongkong, Feb. 13.
Marie Louise, Hongkong, Feb. 14.
Belinda, Hongkong, Feb. 14.
Oberon, Hongkong, Feb. 14.
Electra, Hongkong, Feb. 14.

VESSELS DEPARTED FOR HONGKONG.

(Corrected to Date.)
Hirsham Wood, Penarth, Nov. 13.
Hirsham Wood, Penarth, Nov. 13.
J. V. Troop, New York, Nov. 13.
J. V. Troop, New York, Nov. 13.
J. V. Troop, New York, Nov. 13.

FOR SALE.

CHAMPAGNE.
"MONOPOLIST" (DRY).
CARLOTTA & Co.
Sole Agents,
Hendrick & Co., 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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NOTICE.

A. S. WATSON & CO.
FAMILY AND DISPENSARY

CHEMISTS.
By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS,
PERFUMES,
PATENT MEDICINE VENDORS,
DEVELOPERS, AND
GRAVED WATER MAKERS.

SHIPS MEDICINE CHESTS REFITTED.
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON & CO., or

HONGKONG DISPENSARY, 121, NATHAN STREET.

NOTICE TO CORRESPONDENTS.
Communications on Editorial matters should be addressed to "The Editor," and not to individuals by name.

Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

BIRTH.
At 10 o'clock on Monday, the 26th inst., the wife of ROBERT HURST, of a daughter.

DEATH.
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The delivery of the French mail was begun at 7.30 yesterday morning.

The Spanish frigate *Atrevida*, Captain Zubizarra, left here yesterday for Manila.

The French corvette *Magon*, Captain Pouch, left here yesterday for Saigon.

Rear-Admiral Bismarck left Brest in the French ironclad *Terre-neuve* on the 22nd March, for the East Sea.

The French corvette *Primauguet*, Captain Buge, arrived here yesterday afternoon from Marseilles, in the *Pescadore*.

As will be seen by reference to our Police Court report, a Chinese prisoner has been charged with an assault on a woman of the name of Lee.

The ship was heavily insured in a Hamburg office for which Messrs. S. S. S. & Co. are agents, and the proceedings have been taken on the ground of information given by a late owner of the vessel.

No evidence has as yet been taken in the case.

A lady, who was a passenger by the P. and O. steamer *Cherson*, rather startled the passengers of the Colombo harbour the other day by questioning the various vessels in harbour, as well as the other natives who were on or about the wharves.

This feat by a member of the fair sex produced, says a Colombo paper, a profound sensation among the guests of the hotel where the lady was staying, and she was afterwards taken to the hospital, but died on the way from her injuries.

The jury returned a verdict of accidental death.

The *Shamrock* left London on the 20th inst. for Hongkong, having 320 passengers and 100 crew.

The *Shamrock* arrived on the 19th with 108 passengers from Hongkong. The Government has freighted two new ships for the transport of munitions and coal to Hongkong.

The *Shamrock* is a 10,000-ton ship, built at Liverpool, and is the fastest ship in the world.

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Dr. Duguet, late of the French Legation at Peking, is still at Marseilles. His health is very nearly established, and he hopes this summer to begin practice either at Marseilles or at Aix les Bains.

Captain Duguet has been appointed to the command of the *Duguay-Trouin*, following Captain Grin, who returns to France on account of ill health. M. Duguet proceeds by the *Chateau-Yquem*, which is to leave on 22nd prox.

Mr. Hawlett, Consul at Canton, has been spending some time at Geneva for his health, which we are sorry to learn has not been as satisfactory of late. He is now, however, recovering, and proposes starting for China by the first English mail in March.

In reply to the Secretary of Lloyd's, Mr. T. V. Lloyd, of the Foreign Office, writes on the 14th inst. "I am to state that although no formal declaration of war has been issued by either France or China, a state of hostilities exists in fact. Her Majesty's Government have, therefore, deemed it necessary to enforce the provisions of the Foreign Enlistment Act, and they cannot entertain the possibility of a neutral vessel being used for the transport of munitions and coal to Hongkong."

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EXTRACT.

LOVE ONE.
The cool breeze fanned us as we went
Together, hand in hand,
I thought, I thought no fairer girl
Beneath that summer sky.
Across the level sand we went,
The low, low sun-rays streaming;
All nature in a fair accord
With man and fawn seemed.
We took our place on the coast,
I gave the word "Love all,"
And sent with scientific aim
A very pleasing ball.
A shadow came across her face,
As when the game was done,
She took her place to serve to me,
And softly cried, "Love one."
"The love that is in life," she said,
"The price that is for all,"
And man for ever calls "Love all,"
While woman pleads "Love one."
We played until the evening sun
Was sinking to his rest,
Till the red glow of sunset light
Illumed the distant west.
And then the twilight came,
When all the play was done,<
I told her in my heart of hearts
That I could love but one.
She looked up to the moonlight,
With dew, sparkling eyes,
"If I am all that you will love,
To you belongs the prize."
The moon shined kindly on the scene,
And, though I was not old,
"I have loved you from the first,"
Beside the fountain.
EDWIN A. SPARK, in *Pacific*.

NOTES ON SAMOA.

The chief islands of the group—and, indeed, the only ones worth mentioning—are Savaii, Upolu, and Tutuila. The first is the largest of the three; it measures forty miles from east to west and twenty from north to south. Its interior is occupied by two parallel chains of mountains. On the south side of the island there runs close to the coast, and forms a promontory and rock-bound shore, without reefs or harbours. On the northern side the land slopes gently down to a beach of coral sand, encircled at a varying distance by a natural breakwater. Here the soil is a rich alluvium, covered with perennial vegetation, and dotted with native villages and homesteads. But with Savaii as with many other islands in the South Pacific, a narrow strip of coast land is the only portion which possesses any commercial value. The greater portion of the interior of Savaii is a barren tract of country, thickly strewn with scoria, ashes and volcanic debris. This portion is known to the natives as "Ole-ma," or the "barren country." To Upolu, the second island of the group, the land is more fertile, and the scenery more varied. Its interior, however, like that of Savaii, is occupied by a volcanic range, but without the forbidding lava beds. About four miles from Apia, the commercial capital of the group, the whole range becomes lower, and gradually trends away towards the west. The portion of the coast is wonderfully fertile, consisting of a deep rich alluvium, watered almost daily throughout the year by genial showers. Unfortunately, it is strictly limited in extent, and is, moreover, thickly covered with native villages. Apia is the chief town of Upolu, and indeed of the whole group. It has a population of about 100 Europeans and 200 natives, but the number of the latter is never constant. Apia, like Constantinople, looks its best at a distance. From the harbour it presents a low crescent-shaped line of white houses glittering in the sun, and peeping out, as it were, from a dense grove of coconut palms. The houses are sparkling white, while the flags of the various consulates and "stores" impart an air of business and cheerfulness to the little town. But on a nearer approach much of this apparent beauty is dispelled. The houses are of wood, and with scarcely an exception, in a more or less advanced condition of decay. There are no gardens, no lawns, no walks of any size, nothing but a few native huts and drinking saloons. There is only one street, and that has only one side. A few missionaries and Sydney-traders have established themselves in an uncertain way in Tonga and Eastern Fiji. Their trading was limited to banyan, nutmeg, and clove, which were exchanged for coconut oil, *betel* nut, and in Fiji and the New Hebrides for sandalwood. The profits were enormous, and so also were the risks. The Godfrey brothers were the first to put any capital and commercial knowledge in South Sea Island business. They established factories round Apia, and employed a fleet of seven or eight sailing vessels, averaging each 1,000 tons. These they fitted up directly for the trade, and in order to get them cargo, literally scoured the whole South Pacific. The position of an agent on one of these stations was practically hazardous. Their isolation was complete. Many of them have told me, especially in the Caroline Islands, that they never saw a native until they were rescued by a passing ship. Most of these traders, in fact, were "married" native women. To these "wives" most of them were indebted for their safety, for they formed absolutely the only channels through which any information could be obtained. The fidelity of these women to their husbands, though touching and praiseworthy, was frequently accompanied by a reward by treachery and ill-will. The Godfrey brothers, however, the firm became the bankers of the South Sea Islands. They imported large quantities of deerskin silver from Peru, which was accepted in Samoa as a medium of exchange, but which nevertheless remained their own, and formed a very convenient current coin. The first whaler who ever set eyes on Samoa was probably the Dutch commander Roggeveen, in 1722. At any rate, he gave the name of the "Bauman Islands" to land which he sighted just about where the Navigators are. The latter named the group after Bougainville, who on May 9, 1768, in shaping a westerly course from Tahiti, saw high land before him to the northwest. This was the island of Tutuila. Bearing down upon it he met, not just as the traveler to-day is met, by canoes filled with natives far off land, but he touched at Pago-Pago, and soon got into difficulties with the inhabitants, which resulted in the massacre of a boat crew, including the "Count de Larigue" and M. de Lamoignon, the naturalist of the expedition. It has been since established that this massacre was not caused by natives of Tutuila proper, but by some turbulent Savaiian chiefs, who were visiting the island on a pleasure excursion, or, as the natives termed it, a "malaga." The natives of the island of Manua, with the rocky fortress of Apolonia on its summit, are little more than

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With which is incorporated THE CHINA DIRECTORY.

(TWENTH THIRD ANNUAL ISSUE.)

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has been thoroughly revised and brought up to date, and is again much increased in bulk.

It contains Descriptive and Statistical Accounts of all the Principal Ports of the World.

Do. Latitudes, Longitudes, and Distances.

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Do. Yachtmen, and other Maritime Information.

Do. Shipping, and other Commercial Information.

Do. Telegraphs, and other Modern Inventions.

Do. and other useful information.

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HONGKONG MARKETS.

As Reported by Messrs. GUTHRIE & CO. 7th April, 1886.

COTTON GOODS.

American Drill, 20 yds, per piece, £2.05 to £2.10.

American Drill, 15 yds, per piece, £1.50 to £1.55.

Cotton Tarn, No. 16 to 20, per 400 yds, £5.00 to £5.10.

Cotton Tarn, No. 20 to 24, per 400 yds, £5.10 to £5.20.

Cotton Tarn, No. 24 to 28, per 400 yds, £5.20 to £5.30.

Cotton Tarn, No. 28 to 32, per 400 yds, £5.30 to £5.40.

Cotton Tarn, No. 32 to 36, per 400 yds, £5.40 to £5.50.

Cotton Tarn, No. 36 to 40, per 400 yds, £5.50 to £5.60.

Cotton Tarn, No. 40 to 44, per 400 yds, £5.60 to £5.70.

Cotton Tarn, No. 44 to 48, per 400 yds, £5.70 to £5.80.

Cotton Tarn, No. 48 to 52, per 400 yds, £5.80 to £5.90.

Cotton Tarn, No. 52 to 56, per 400 yds, £5.90 to £6.00.

Cotton Tarn, No. 56 to 60, per 400 yds, £6.00 to £6.10.

Cotton Tarn, No. 60 to 64, per 400 yds, £6.10 to £6.20.

Cotton Tarn, No. 64 to 68, per 400 yds, £6.20 to £6.30.

Cotton Tarn, No. 68 to 72, per 400 yds, £6.30 to £6.40.

Cotton Tarn, No. 72 to 76, per 400 yds, £6.40 to £6.50.

Cotton Tarn, No. 76 to 80, per 400 yds, £6.50 to £6.60.

Cotton Tarn, No. 80 to 84, per 400 yds, £6.60 to £6.70.

Cotton Tarn, No. 84 to 88, per 400 yds, £6.70 to £6.80.

Cotton Tarn, No. 88 to 92, per 400 yds, £6.80 to £6.90.

Cotton Tarn, No. 92 to 96, per 400 yds, £6.90 to £7.00.

Cotton Tarn, No. 96 to 100, per 400 yds, £7.00 to £7.10.

Cotton Tarn, No. 100 to 104, per 400 yds, £7.10 to £7.20.

Cotton Tarn, No. 104 to 108, per 400 yds, £7.20 to £7.30.

Cotton Tarn, No. 108 to 112, per 400 yds, £7.30 to £7.40.

Cotton Tarn, No. 112 to 116, per 400 yds, £7.40 to £7.50.

Cotton Tarn, No. 116 to 120, per 400 yds, £7.50 to £7.60.

Cotton Tarn, No. 120 to 124, per 400 yds, £7.60 to £7.70.

Cotton Tarn, No. 124 to 128, per 400 yds, £7.70 to £7.80.

Cotton Tarn, No. 128 to 132, per 400 yds, £7.80 to £7.90.

Cotton Tarn, No. 132 to 136, per 400 yds, £7.90 to £8.00.

Cotton Tarn, No. 136 to 140, per 400 yds, £8.00 to £8.10.

Cotton Tarn, No. 140 to 144, per 400 yds, £8.10 to £8.20.

Cotton Tarn, No. 144 to 148, per 400 yds, £8.20 to £8.30.

Cotton Tarn, No. 148 to 152, per 400 yds, £8.30 to £8.40.

Cotton Tarn, No. 152 to 156, per 400 yds, £8.40 to £8.50.

Cotton Tarn, No. 156 to 160, per 400 yds, £8.50 to £8.60.

Cotton Tarn, No. 160 to 164, per 400 yds, £8.60 to £8.70.

Cotton Tarn, No. 164 to 168, per 400 yds, £8.70 to £8.80.

Cotton Tarn, No. 168 to 172, per 400 yds, £8.80 to £8.90.

Cotton Tarn, No. 172 to 176, per 400 yds, £8.90 to £9.00.

Cotton Tarn, No. 176 to 180, per 400 yds, £9.00 to £9.10.

Cotton Tarn, No. 180 to 184, per 400 yds, £9.10 to £9.20.

Cotton Tarn, No. 184 to 188, per 400 yds, £9.20 to £9.30.

Cotton Tarn, No. 188 to 192, per 400 yds, £9.30 to £9.40.

Cotton Tarn, No. 192 to 196, per 400 yds, £9.40 to £9.50.

Cotton Tarn, No. 196 to 200, per 400 yds, £9.50 to £9.60.

Cotton Tarn, No. 200 to 204, per 400 yds, £9.60 to £9.70.

Cotton Tarn, No. 204 to 208, per 400 yds, £9.70 to £9.80.

Cotton Tarn, No. 208 to 212, per 400 yds, £9.80 to £9.90.

Cotton Tarn, No. 212 to 216, per 400 yds, £9.90 to £10.00.

Cotton Tarn, No. 216 to 220, per 400 yds, £10.00 to £10.10.

Cotton Tarn, No. 220 to 224, per 400 yds, £10.10 to £10.20.

Cotton Tarn, No. 224 to 228, per 400 yds, £10.20 to £10.30.

Cotton Tarn, No. 228 to 232, per 400 yds, £10.30 to £10.40.

Cotton Tarn, No. 232 to 236, per 400 yds, £10.40 to £10.50.

Cotton Tarn, No. 236 to 240, per 400 yds, £10.50 to £10.60.

Cotton Tarn, No. 240 to 244, per 400 yds, £10.60 to £10.70.

Cotton Tarn, No. 244 to 248, per 400 yds, £10.70 to £10.80.

Cotton Tarn, No. 248 to 252, per 400 yds, £10.80 to £10.90.

Cotton Tarn, No. 252 to 256, per 400 yds, £10.90 to £11.00.

Cotton Tarn, No. 256 to 260, per 400 yds, £11.00 to £11.10.

Cotton Tarn, No. 260 to 264, per 400 yds, £11.10 to £11.20.

Cotton Tarn, No. 264 to 268, per 400 yds, £11.20 to £11.30.

Cotton Tarn, No. 268 to 272, per 400 yds, £11.30 to £11.40.

Cotton Tarn, No. 272 to 276, per 400 yds, £11.40 to £11.50.

Cotton Tarn, No. 276 to 280, per 400 yds, £11.50 to £11.60.

Cotton Tarn, No. 280 to 284, per 400 yds, £11.60 to £11.70.

Cotton Tarn, No. 284 to 288, per 400 yds, £11.70 to £11.80.

Cotton Tarn, No. 288 to 292, per 400 yds, £11.80 to £11.90.

Cotton Tarn, No. 292 to 296, per 400 yds, £11.90 to £12.00.

Cotton Tarn, No. 296 to 300, per 400 yds, £12.00 to £12.10.

Cotton Tarn, No. 300 to 304, per 400 yds, £12.10 to £12.20.

Cotton Tarn, No. 304 to 308, per 400 yds, £12.20 to £12.30.

Cotton Tarn, No. 308 to 312, per 400 yds, £12.30 to £12.40.

Cotton Tarn, No. 312 to 316, per 400 yds, £12.40 to £12.50.

Cotton Tarn, No. 316 to 320, per 400 yds, £12.50 to £12.60.

Cotton Tarn, No. 320 to 324, per 400 yds, £12.60 to £12.70.

Cotton Tarn, No. 324 to 328, per 400 yds, £12.70 to £12.80.

Cotton Tarn, No. 328 to 332, per 400 yds, £12.80 to £12.90.

Cotton Tarn, No. 332 to 336, per 400 yds, £12.90 to £13.00.

Cotton Tarn, No. 336 to 340, per 400 yds, £13.00 to £13.10.

Cotton Tarn, No. 340 to 344, per 400 yds, £13.10 to £13.20.

Cotton Tarn, No. 344 to 348, per 400 yds, £13.20 to £13.30.

Cotton Tarn, No. 348 to 352, per 400 yds, £13.30 to £13.40.

Cotton Tarn, No. 352 to 356, per 400 yds, £13.40 to £13.50.

Cotton Tarn, No. 356 to 360, per 400 yds, £13.50 to £13.60.

HONGKONG MARKETS.

As Reported by Messrs. GUTHRIE & CO. 7th April, 1886.

COTTON GOODS.

American Drill, 20 yds, per piece, £2.05 to £2.10.

American Drill, 15 yds, per piece,